MUSIC AND THE DRAMA.

THE CASINO CONCERT.

Another good light programme was presented inst evening at the third of the concerts at the Casino. The house was well filled and there were many audible expressions of admiration of the great beauty of

the theatre. The orehestra played well a good selection of light overtures, etc., and dauce music, among the latter being a new waitz of Mr. Aronson's "Dorothy," for the first time; a graceful and well-marked movement. Miss Martinez and Miss Heien Ames were both well received, though neither was in as good form as usual. Miss Martinez, however, made a good effect with the ballad "Down by the River Side," with which she answered a recall. Miss Marie Heimlicher, who has been heard at some of the Thursby concerts, played the Wagner-Liszt fantasie on Tannhauser.

The reappearance of Carl Formes occasioned great interest, and the entry of the veteran was the signal for loud and long applause. Herr Formes sang the "Non ioud and long applause. Herr cornes sang the "Non pin andrai" of Mozart with his old excellent manner, but after so many years only little of ols well-known voice could be expected to remain. That time has not touched aim lightly was still more apparent in the German song with which he answered the warm and kindly applause which iollowed the Mozart air.

To night and to-morrow night "The Merry representation being the 150th performance of this de-ligatful work. War" will be given at the Thalia Theatre, Tuesday's

The concert of the German Liederkranz and Arion societies, for the benefit of the sufferers by the late floods in Germany, is at Steinway Hall to-mor-

To-morrow evening an organ concert will be given in the Church of St. Francis Xavier, in West Sixteenth-st., by Mr. John White, organist of the church, ad Mr. George E. Whiting, formerly of Boston, now of

At Mr. Theodor Salmon's second concert at Chickering Hall this evening, ar. Salmon will be assisted by Miss Annie M. Kessier, soprane, and Mr. John F. R sodes, the young vielin-player who lately made a str. ng impression at a popular matines and at the Brooklyn Philharmonic concert.

The performances of "The Pirates of Pennnce" heretofore announced in The Tribune, which are for the endowment of a room in the Halment and Hospital for sion and injured po icemen, will face place on Friday and Saurday afternoons and evenings, at the Academy of Masse. The "Polic men's Chorus" is to be sung by memoers of the force.

THEATRICAL INCIDENTS.

Miss Annie Pixley, in "Mliss," will appear true Grand Opera House, Nov-York, on January 29. Miss Maude Granger is this week at the Grand Opera House, Brooklyn-acting in the drama of. "Ine Planter's Wite."

Mr. George Riddle, of Cambridge, will give a course of six readings at the Turf Club Theatre in this city during Lent. Mr. Raymond's present engagement at the

Grand Opera House is one of the most remunerative that has over been played at that theatre. The alvanor demand for sears this week is extraordinary. Mr. Kay mond acts Major Bob in the new drama "In Paradise. Mr. Birch is acting this week among the

performers of the opera nouse of the San Francisco Minstrels. He has not hitner o appeared this season. Mr. Birch is the bones of the minstrel company, and a strong coment in its structure. Miss Kate Claxton is this week at the Mount

Morris theatre, in Harlem. On the afternoon of the 25th inst. Miss Claxton will take part in a performance for a charity, to occur at the Union Square Theatre, under the an moses of Lodge 568 of the Masons. One week from next Saturday will occur, at

the Academy of Music, the performance of Miss Jean Burnside, in aid of the Bartholdi Pedestal Fund. Mr. F F. Mackay will appear in a principal character, and Miss Burnside, as already amounced, will personate the heroine of her own drama, entitled "Was She itight!" Locke Richardson has met with still another cordial welcome and extraordinary succes in hoston-

His recitals of Shakespeare drew crowds, and won cordial plaudits from the gravest judges. He has recently given six out of a course of eight entertainments. Mr. Riemardson will surrive in New-York as on: the middle of February, and it is probable that his next recited a rewil be given at Catekering Hail. In April he will visit Baltimore and Wassington.

JOINT-STOCK INSURANCE COMPANIES.

ALBANY, Jan. 21 .- Superintendent Fairman, of the Insurance Department, has completed the chart report of the business of the New-York State Joint-Stock Fire Insurance Companies for December, 31, 1882. The following is a symopsi- of the returns, together with a the number of companies in 1882 being 66 and in Forwood & Co. comparison of the statements rendered one year ago. 1992, 1981,

Assets	\$56,251,278 59	\$57,856,248.70
Lisbilities, except capital	. 10.551.548.58	10.490,174 13
Capital		23,157,020 00
Surplus		18,209,034,57
Fire premiums		21,226,246 77
Marioe premiums		896,805.29
All other receipts		2.448.518.75
Total Lacame		24,571,600 81
Fire master		11,299,435,10
Marine losses		721,740 82
Divigends to stockholders		2,602,591 71
All other disbursements		8,784,50×50
Tetal expenditures		28,509,777 13
Three companies report	less than \$10,000	surning, viz.

Guardian, 85,945,84; Irving, \$225,20, and Mercantil; \$7,246,56, and o New York City. S. 246.55, all c. New-York City.

Pollowing is the statement in detail of the assets, total line silles, total income and total expenditures, the cents being cultied, but being included in the footings:

Companies.	Assets.	cluding capital.	Income.	pendi-
Agricultural	41 591 698	41.271.475	\$720,500	\$571.351
Albaby	366.278	242,837	68,093	5 ,546
American	1.100.831	546,1841	264 8603	200,688
Ame lean Ex.	型图图:24.0 1	270,242	64,261	64,051
Erondway	857,818 386,782	225,65	63,004	5 . 65
Bu alo	271,405	245,970	62,271 122,031	77,942 123,656
Busalo German	936,940	442,735		311,242
Clinons'	1.092.497	45000000000	407,005 62,078	4.09(3553
City	418 249 501.751 421,277	241,930	62,078	74,005
City	501.751	373,606	196,387 185,079	190,337
Commercial	505,621	281,692 416,242	392,019	189,007 409,244
Continental		2,802,668	2,375,239	2,157,731
Eagle	1,027,518	371,157	2,375,239 147.288	125,344
Empire City	285,599	244,536	69.3331	90.419
Exchange	337,128	266,002	145.48	148,733
Parragut	413,218 222,936	307,016 194,139	175,219	185,111 141,700
Fireman's Trust	288,637	248,058	67.909	99,240
Falu & Emp'm			94,614	110,321
O'rm'n Am Tic'n	3.704.274	2,184,696	1.722.515	1.392.913
Germania.	2.566.657	1,824 044	1,248,233	1,149,751
Glens Falls.	1,212,330	677,902	512.823 100.3+4	132.612
Globe Greenwich	915,591	252,712 604,445	540,848	400,724
Guardian	255 935	249.989	78.9411	88,210
Hamiton	339,608	280,171	1,100,873	115 000
Hangver	2,559,299	1 848 444	1,100,873	1.194,033
Home	2,559,299 7,208,439 827,975	5,484,428	3,086,817	2,911,249
Howard		78%,719 248,310	398,891 89,925	430,944 96,644
Jefferson	248,535 529,830	245,240	85,192	87.794
Kings County	407,190	232 221	120.358 56.310	116.674
Kuickerbocker.	407,190 873,811	232 221 237,286	56,310	57,995
Lam otto	291,320	232,671 377.5:0 382.853	167.852	180,077 202,634
Lord Island	482,410	98 85	180,047 194,720	168,618
M'a'f'rs & B'ld'r	897,093 424,205	26 7 32, 343540 1	139,316	142.211
Mechanics'	497,437	589,813	133.316 194.915 292.212	186,609
Mu'es & Tr'd'rs	600 A95	348,300	292.212	291,559
THE PLANTAGE STATES AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF	238,113 412,171 337,696	220,897	133.482	62,076
Mer haute	227.494	282,477 267,686	100.800	155,700 127,928 105,951
Nassau	305.178	239,584	90,810	105,951
National	387.181	319.713	240,748	802.863
N. Y. Bowery	912,877 574,376	536,505 239,842	366,551	883,760 63,738
N. Y. Equitable New York Fire,	574,376	239,842	948 777	245.637
New York Bire'	371,871 1,776,636	\$20,142 1,237,600 362,184	63,883 225,757 1,048,682	1.009.541
North River	458.275	362.184		49,412 285,268 92,854
Pacific	7 0,898		634,000	285,268
Park	833,762	246,866	78,533	92,354
People's	867,735	270,446	124,667 39,516	113,871 42,994
Peter Cooper	370,072 3,295,326	167,821 2,650,852	2.607.139	2,188,703
Phenix. Roch'r'r Germ'n	604,511	380.414	2,607,139 802,928	295.716
Rutgora	397.937	242.186	105,121	116,189
Standard	405,821	269,660	117,036	116,189 144,779 497,379
	759.054	746,916	892,414	111.163
Sterling	421,921 879,178	401,653 288,954	109,654	86.034
Stuyvesant	132,300	118,203	29,791	30,298 90,289
Unit d States	530,207	299,090	87.462 29.791 108,206	90,289
Westohester	530,207 924,010	739,939	EDITOR SARRING	581,097
Will'mab'gh C'y	1,068,647	645,044	558,639	585,687
Totals, Dec. 31.			The second second	
1832	856251273	\$38768968	\$34426342	\$23334815
Water Day				

KILLED BY HIS SON IN A QUARREL.

NEW ORLEANS, Jan. 21 .- Antonio Coudier Tas abot and killed to-day in Jefferson Parish, a short istance above Gretna, by his son Paul, age eighteen. They recently came from France. This morning they quarrelled about a pair of shoss, when the father slapped his son. Young Coudier shot his father, who soen after died.

news regarding the passengers saved from the Cimbria. "I fear I shall have no further tidings of the saved," said he, "as it now seems that only those already telegraphed as saved have escaped a watery grave." The dispatches received by the agents in this city vary as to the number of persons on board the steamer. One account says that there were 22 of the officers and crew, 23 cabin and 362 steerage passengers. Another says there were 110 officers and crew and 380 passengers, a discrepancy of 13.

DESCRIPTION OF THE VESSEL.

The Cimbria was an iron vessel, built at Green ock, Scotland, in 1867. She had six transverse water-tight bulkheads and three iron decks. Her length was 32912 feet on the water line; she was 40 feet, 2 inches beam, her depth of hold was 33 feet, and her gross measurement 2,964 tons. Like the twenty-three other steamers of the line, she was constructed of the best wrought fron, and each of the compartments was connected with steam pumps. It is probable that the Cim rea was struck opposite ber machinery and boiler compartments. In that case, the other compartments could not have kept her afloar and she must have sunk almost at once. The vessel was full-brig-rigged, with straight s'em and round stern, and was provided with eight large life-boats. She was constructed according to the most advanced principles of naval architecture, and was among the strongest and fastest vess-ls Her regular crew conon the Atlantic.

on the Atlantic. Her regular crew consisted of 4 deck officers, 8 engineers, 9 petty officers, 32 deck hands, 32 firemen, coalheavers and machinists, and 27 stewards and waiters. The vess I was provided with a patent steam-steering apparatus and all the necessary donkey engines for pamping, handling caraco, etc.

In the accommodations for passengers nothing was omitted that could promote comfort. The main saloon was fitted up in splendid style; the walls were tastefully ornamented, and the seats and longes were costly and huxurous. The state-rooms were unusually spaceous, well-lighted and vendated, and electric bells communicated from them to other parts of the vessel. They were heated with steam and were furnished with all the conveniences necessary for passenger traffle.

A laddes sitting-room and a fine promonade deck added to the comfort of the vessel, there were also a social hall and a smoking-room, hancsomely fitted up.

fitted up.
In accordance with the system of promotion ad-In accordance with the system of promotion adhered to by the afrectors on this line, the captain had to work his way up from an infector position in the service. All the commanding officers of the due have had to do the same, an east in other service they have given ample proof of their seataantike qualities and thorough qualification for the duties of the position.

WHERE THE DISASTER OCCURRED. The collision occurred near the light-hip off Burkum, one of the Frisian Islands on the German coast, opposite the mouth of the river Ems, and seventy-six miles from the entrance to the River Elbe. The island hes in the route from Heligo land to Lexer, and has a population of a few hun-ured people. Curhaven, where the first beat with therty-nine poole landed, is about ninety miles from Borkum, and is the first person the River Line, it is about seventy miles from Hamcurg.

THE STEAMER PICARDIE SUNK.

PASSENGERS, OFFICERS AND CREW RESCUED BY THE STEAMER LABRADOR.

HAVRE, Jan. 21 .- The General Transatlantic Company's steamer Labrad r, Captain Servan, which satied from Newport on January 3, has a :rived here. She brings the crew of the French steamer Pic rdie, which sank at sea last week. The Picardie, Captain Fortier, sailed from New-York on December 23. She was spoken on January 13 and and 17 m distress, having jost her rudder. The Labrador came up with her before January 13, and tried to bring her into port. After towing her a week she was compelled to abandon her, having previously taken off all her passengers; officers and crew. The Picardie soon a terward sunk.

The Picardie belonged to the French Transatiantic Line. She salled from this port for Havre with a full cargo, it being her first trip to Havre since she was taken from the Mediterranean trade. She was to be put on the new line from Havre to Mexico. She encountered terrific weather almost immediately after leaving sandy Hook, and on December 29 her rudder and stern-post were carried away by heavy seas, which caused her to leak around the stern. The Hamburg American steam ship Rugia signed her on January 9, and offered to take off Cantain Fortier and the crew, but this proposition

was declined.

The Program was built in Sunderland, England, in 1864, and was originally the N ten age. She was an iron vessed with five transverse water tight builtheads; 297 1-6 test in length; 32½ feet beam; 25 feet death of hold, and 1,223 tons capacity. She had small steam power, her compound engines saving evidaders of 37 and 62 inches diameter, and 364 whee stroke.

THE STEAMER ALPIN ASHORE.

A dispatch from the Signal Corps Station at Chincoteague, Va., received by the chief Signal officer at Washington, D. C., on Saturday, state that the Spanish steamer Alpin had run ashore at Green Run, Md., but that all on board, Captain George Norman, three passengers and a crew of twenty-six, had been saved. The steamer belonged to the Atlas line, represented in this city by Pim, George P. Forwood was found last night at his

house, No. 149 East Thirty-fourth-st. He said that the advices he received con a ned little information, the Alpin was engaged in the Maracaibo trade and was on her way from Kingston, Jamaica, to turs city. Her gross tonnage was 1,059 tons and her net burden tonnage 833 tons. As he understood it, on Saturday, in a dense fog, she approached too near the land and ran ashore ave miles north of Green Run, Md. She is stranded on the outer bar and he did not think any serious difficulty would be met with in floating ner. When loaded she only draws ten and one-half feet of water, and if 500 tons of cargo were removed, he thought she could Total lia Total exbe easily backed rate deep water. He did not attach much importance to the accident, and said that he thought the vessel would be but slightly damaged and the cargo uninjured. The latter consisted of coffee, hides and woo is consigned to different consignees. The vessel was insured fully in London companies, and the cargo in New-York companies. The amount of insurance on either he could not tell He did not believe anyone had been in jured. Captain George Norman of the Alpin had been in the employ of t e company for a num-

had been in the employ of the company for a number of years, and was a competent officer. The vessel was owned by Yeaves & Co., of Bilbon, Spain. The captain-superintendent, he stated further, had started from Pulladelphia yesterday morning with two boats, which carried all the oppliances necessary to float the steamer. She was energed only as a freight steamer.

The A pan is a new twin-solew steel steamship, She was built in Guasgow, Scotland, in July, 1881, Her length is 203 feet; breadth of beam 33 leet, and depth of hold 19 feet, and she had four outkheads. She had compound engines, the diameter of the evininers being 17x34, with a 30-loch stroke. She carried water bailast.

Two accidents to steamers of the Atlas line happened last year during the same month. The Athor can ashore at Nagaa on November 8, but was only slightly damaged, and the Alene was in collision with the United States man-of-war Nantucket in the North River on November 27. In the latter case Mr. Forwood stated that the damage was also slight and that the blame rested on the man-of-war. This morang he expects to receive the full particulars of the accident to the Aipin.

WASHINGTON, Jan. 21.-The Signal Corps station at Chincoteague, Md., reports: The Spanish steamship Alpin, before reported ashore three miles north of Green River, Md., is well up on the beach, making no water. Of the cargo there were thrown over board about 200 bags of coffee and 600 hides. She lies easy, and can probably be gotten off without damage. For the present the crew will remain on board. Ten bags of mail were taken off.

SOME OTHER DISASTERS BY WATER.

The greatest disaster of the century was that of the wreck of the British frigate, St. George and Defence off the coast of Jutland in 1811. In that wreck 2,000 men were drowned. The sinking of the Royal George off Spithead in 1782, when Admiral Kempenfeldt went down with Totals, Dec. 31. '81 (71 Co's)... \$57856248 \$39647194 \$24571600 \$23509777 his 600 men, was long celebrated in song and story as the great catastrophe by sea for many generations. Since then these sorrows of the sea with their frightful loss of life have been growing more frequent with the increase of travel. Some of the particulars of these great disasters are given herewith. On the Pacific, which disappeared in 1856, there were 186 persons, and on the City of Gigsgow, never heard of since

The WRECK OF THE CIMBRIA.

The offer refusing te give any audience to those whom his Executive Sense that degree of punishment. The other day two Sense was over to the Executive Shout a matter of considerable importance, and were bounded to wait about an hour before they could have shearing. The Sense or sense of the point where the Atlantic was an increase in the number of marine losses over presented and soon after entered a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was bearing. The Sense or sense over presented an increase in the number of marine losses over presented and soon after entered a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented and soon after entered a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of the point where the Atlantic was an increase in the number of marine losses over presented a dense fog, and at 2 p. m. on July 5 she struck on Guil Rock bar, within fifty miles of vious years. There were 2,002 lives lost by these disasters. Of the total losses to steam vessels thirty-two were sunk by collision. During the year 1881, 98 steam vessels were wrecked and 1,459 lives lost. Thirty of these vessels were sunk by collision. Of the general disasters of that year that of the excursion steamer Victoria in the river Thames, near London, Ont., by which over 200 lives were lost, was the principal one. Upon the ocean the Trenton, bound from Southampton for Cape Town, which stranded near the Cape of Good Hope on August 30, carried down 200 persons. On February 6 the steamer Bohemian, of the Leyland Steamship Line, b und from Boston to Liverpool, was driven ashore in a dense fog at Donlongh Bay, on the Irish coast, and became a total wreck. Of those on poard thirty-two persons were drowned. In the forencen of May 31, 1878, while the weather was bright and the sea calm, the great German ironclad Grosser Kurifirst was struck off Folkes one in the English Channel by the ironclad König Wilhelm, of the same fleet and sunk almost immediately, although there were numerous beats and vesse.s in sight. Nearly 300 lives were lost by the collision. As soon as the vessel struck, ali on board rushed on deck and plunged into the sea.

> to avoid a merchantman when struck, and she sank so quickly as to render help of little avail. The steamer Metropolis, from Philadelphia for Para, Brazil, went ashore on January 31, 1878, in a violent gale on Currituck Beach, North Carolina. The vessel had sprung aleak soon after leaving port, and the fires were put out. When the vessel struck a panic ensued, creating the wildest consernation. All order and disc pline were at an end. The Metropolis had 260 passengers and 58 were saved by being washed

König Wilhelm had her bow stove, but the leak

was stopped with hammocks. The Grossen Kurfürst

was of 6,558 tons burden, and was divided into

twelve water-tight compartments. She was trying

shore. The vessel went to pieces in a short time The excursion steamer Princess Alice, returning from Gravesend to London, England, on Septem ber 3, 1878, with about 800 passengers on board, was run down off Bar King by the Bywell Castle, and about 600 fives were lost, most of them women and children. The accident occurred early in the evening. The Princess Alice sank in deep water in five minutes after the collision took place. As the beat went down the shriek

were fearful, but nothing could be done to save life.

The Arizona, of the Guion Line, ran into an icepergoa her way from New-York to Liverpool or November 7, 1879. Al hough she was consider ably damaged and was obliged to put in at St. John's N. F., there was no loss of life. On N. F., there was no loss of life. Conthe same day, the steamship Champion, which seiled from this city for Charl s on,
S. C., was sunk by a collision with the tars Laoy
Ociavia, about thirty miles from Cape Henloven,
Imry-two out of lifeys ven persons on b and were
lost. The aight was clear, and the accident was
the result of not having a careful lookout. The survivors bare yes caped with their lives. Five women and all of the other passengers except lour were

The steamship Pommerania, of the Hamburg Line The steamship Pommerania, of the Hamburg Line, white on her voyage from this city in November, 1878, was run down and sunk by the Moei Erhan, a sating vessel, near Dover, England. The accident occurred, on a very dark night, and the Pommerania sank inside of twenty mindles. There were 227 persons on board, and of this number 172 were saved, five noorts being successfully immediate the darkness and confusion. Thir y-seven passengers and eighteen of the craw wore lost. Captain swenses, who commanded the Pommerania, distinguished humselt by great bravery. He went down with the vessel, but he rose to the surface, and by tinguished humself by great bravery. He went down win the vessel, but he rose to the surface, and by catching hold of a plank was saved. On his arrival in this city in Apr.I following, he was given a reception by the Board of Aldermen. Captain swensen at one time commanded the Cimoria. The Westohalla, also of the Hamburg Line, came in confision with another steamer off Bene by Head, 200 attentions of Dever, England, on Aovember 13, 1882. Although she sustained serious damage, there was no loss of life.

The steam r Nerraganisett, running from this city to Stonington, was run into by the Stonington, of

The steam r N-rragansett, running from this city to Stonington, was run into by the Stonington, of the same line, near the month of the connecticut River, at including the property of the same line, and the standard of the water at the time, small seed on the water at the time, small seed on the water at the time, small seed the harragansett was crushed in, and the boilers and furn e-sup-set. The boat took are and barned furnously, but seen same leaving the water full of struggling people who had to save themselves as best they could in total carthiess. Thirty-our passengers were on and 361 savet.

the Am zon, a West India mail steamship, left Southampton on her hist voyage on January 2, 1852, and on the merang of January 4 was detroyed by fire at seathout 110 miles west-southwest of Scriy. The about 110 miles west-southwest of Schy. The accided was accided to specified to specified by light for of combinative matter placed near the engine room. Of the 101 persons on board, 102 persons persons do by hie or drowning I wenty-one persons were saved by the hie boar of tho sine, twenty-ave were carried into frest harbor by a Dutch vessel, and thatteen others were picked up in the Bay of Biscay

y a Duich gailloi. The Arctic left Liverpool September 20, 1854, bont \$600,000; he cargo was insured for 300,000. She was 3,500 tens register, and had outs sufficient for 500 persons. The passengers neterow numbered 430 persons, of whom about

7 were lost. The Birkennead, an English troop-ship of 566 orse power, sailed from Queen-town, Janua 1852, for the Cape of Good Hope, and stru 7, 1852, for the Cape of Good Hope, and struk upon a pointed pinnacie rock off Simon's Bay, Sonta Africa, on or about February 20, She had on board detachments of the 12th Lancers, 2nd, eth, 12th, 43d, 45th and 60th Kules, 73d, 74th, and 91st Regiments, making with the crew a total of 63s persons, 454 of whom perished.

The Pacific, a Colina steamer, left Liverpool for New-York in January, 1850, with 186 persons on board, and was never heard 1r.m. She was supposed to have struck an neeberg.

osed to have struck an icelery. The Austria, a British steam immigrant sloop The Austria, a British steam immigrant sloop, saited from Hamburg on September 2,1858, with 558 persons on board, and was burned in the middle of the Atlantic on the 18th only sixty-seven persons were saved. The fire originated through carelessness to numerating the vessel. The near heated the chains too hot, resulting in setting the tar on fire when it was dipped into. The chain was allowed to fall, and tipping the bucket of tar over, the flames soreau rapidly, exploding the magazines, and setting fire to everything combustible. A French bark, the Maurice, was passing, and succeeded in tescaining 67 persons.

French bark, the Maurice, was passing, and succeeded in tesching of persons.

The St. Faul, Captain Penard, an English vessel from Hong Kong to Sidney, Australia, with 327 Chinese emigrants, was wrecked on the island of Rossel, September 30, 1858. The captain and eight of the crew left the island in scarch of assistance, and were picked up by the schooner Prince of Denmark. The French steamer styx was dispatched to the island, and brought away one Chinaman on January 25, 1859. All the others had been massacred and drowned by the natives. natives.

The emigrant ship Northfleet, which sailed from

sengers and the crew were saved, but the vessel and cargo were a total loss.

The Pomona, an American ship. Captain Merrihew, left Liverpool April 27, 1859, for New-York, with a crew of 40 men and 397 passengers, and early the next morning, before daybreak, struck on Biackwater Bank, on the Itiah coast, mistaking a revolving light at that point for the Tu-kar light. Of the 457 nersons on board only 24 were saved.

The Royal Charter, a British screw steamer, Captain Taylor, was totally wrecked off Moelfra, on the Anglesea coast, on the night of October 25-8, 1859, 446 lives being lost.

The Lima, an American bark, with emigrants, was wrecked off Bartleur, on February 17, 1370, about 100 lives being lost.

The Bianche Nef, containing the children of Henry I of England, was wrecked on the same rock November 25, 1120, 363 lives being lost at that time.

The Hungarian, a new British mail steamer, was wrecked off the coast of Nova Scotia on the night of February 19, 1860, and all on board, 205 passengers, were lost.

1 he London, a British steamer on her way to Melbou ne, foundered in the Bay of Biscay on January 11, 1866, and 220 persons were lost.

OBITUARY.

PRINCE FREDERICK CHARLES ALEXANDER. Berlin, Jan. 21.—Prince Frederick Charles Alexander, brother of the Emperor of Germany, dled to-day. He had been indisposed for some time and yesterday he became seriously fil. This morning his condi-tion was somewhat suproved, but after noon he sank rapidly until shortly before 2 o'clock, when he died. Emperor William remained some time during the forenoon with the Prince, who was also visited by the Empress, Prince Frederick William and other members of the royal family. The Emperor and the Empress partook of the sacrament with the dying Prince at half past 1 o'clock. The last words of Prince Charles were: "Long live the Emper r."

The Prince's death has east a gloom over the city. The flags everywhere are at half-mast. The Emperor is very much effected and considerable anxiety is felt

In consequence of the death of Prince Charles, the estivities in connection with the sliver wedding of the Crown Prince Frederick William (who married Princess Victoria, of England, January 25, 1958.) will be aban doned. The theatres will be kept closed until after the

The Princess Marle Anne, wife of Prince Frederick Charles Nicholas, son of Prince Charles, is ill and is confined to her bed.

Prince Charles, the second son of King Frederick William Hild of Prussia, and brother of the Emperor of Germany, was born June 29, 1801. He was Grand Mas ter of the Order of St. Joan of Jerusalem and held acceral positions in the German Army. He was Field-Master-General of Articlery in 1854 and held that position untihis death. He also held the honorary rank of Field-Marabal-General in the Russian Army. Prince Charles was married, May 26, 1827, to the Princess Marie Louise Alexandria, daughter of the Grand Duke Charles Frederick of Saxe Welmar. She died in 1877, at the age of sixty-nine years, leaving one son and two daughters Prince Frenerick charies Nicholas, Princess Marie Louise Anne and Princess Marie Anne Frenerica. Her son, who hads many possilions in the arian, was one of the chief fluid and onlying the Franco-Prussian war. He is married to Prince as Marie Anne of Anhait, and has three

JOHN B. FULLER.

Petersburg, Va., Jan. 21,-John B. Fuller, secretary of the Tolland Musual Insurance Company, of Tolland, Conn., and a preminent resident of that thite, died sudde do this morning, on a Northern-bound rain from the South. He was on his way home from

MRS, EDWARD BIDDLE.

PHILADELPHIA, Jan. 21,-Mrs. Edward Bidfle, imaginer of A. J. Drexei, died at the St. George Hotel to-day of an affection of the heart, after a long to

JOHN WILLIAMS QUINCY.

John Williams Quincy, for nearly half a mury interested in the metal trade in this city, died nd lenly at his home, No. 6 West Ninth-st., yest rday nerning. He had been to usual health until a few days ago, having been in Boston to visit a sick brother within nest and did not go to life office. His physician was cause for alarm. He was seized with a spasm at an early hour yesterday morning and died suddenly.

Mr. Quincy was b In in 1813 in Boston, and was eduented in the public schools of that city, where he received the Frankiin Medal. At the age of fifteen he entered the hardware house of Homes & Homer. At the ago o twenty-two he removed to this city and engaged in the same line of business with Robert Hyalop & Son, In 1837 ho formed a continuentally with the late Jons A. Davenport, under the name of Davenport & Quincy. Their business was devoted exclusively to American hardwart, and at that time by leading to be a continuent of the continuent of the continuents.

Their business was devoted exclusively to American hardward, and at that time that the 6 busin as had been developed very little in this country. The trade of the first extended to all the principal ettles of the country, North and South.

In 1847, by the retirement of Mr. Davenport the firm became Quincy & Decapterre, and was tone continued until 1852, when it was dissolved. Mr Quincythen commend to business asone. The arm is at present John W. Quincy & O.

During als forty-six years of active and successful mediums file, Mr Quincy has devoted con-

siness if e, ar Quincy has devoied cor ni a ten is h to the interests of humanity and reli to take er, siding largely with his means various be or

for many years a momber of its assisting.

Mr. Quincy was twice marries. His first wife was a dang for of the late stephen Allen, and he left one could, how the wife of E. Hayes Frowbridge, fr., of New-Hayen, Conn. His second wife, who with a son and danguler survive him, was a daughter of the late Charles Perkins, of Counseliout.

JOHN GRAY.

John Gray died yesterday morning at his pain ul sickness. He was for years one of the best known usiness men of this city.

Mr. Gray was of New-England origin, being born at Stamford, Conn., on January 19, 1800. The sudder death of both of his parents threw him on his own reources, and in 1815 he came to this city, where he early established numself in business, which he conducted with such success that about 1840 he was able to retire with a competency. His active interest in the Bowery Savings Bank made him known to a wide circle of business men. He was a trustee of that institution from ness men. He was a trustee of that institution from 1835 until his d-ath, and vie-president since 1858. He was interested in many behaviorent matifulions. He was a member of the New-York Public school Society, when originated the system of free cleanestary education for the poor, and water, after the present municipal system was established, presented its school buildings and other property, which were then "valued at \$750,000, to the city."

ARRIVAL OF THE COLD WAVE.

The cold wave predicted several days ago reached The cold wave predicted several days ago reaches this city yesterday. The rivers of sinsh and pools of fith enanged to the under the influence of the cold, and the mercury fed with a sheady persistency that suggested higher prices in winter goods. The mercury in Hudmur's thermometer, which stood at 36° at 3 o'clock in the alternoon, steadily fell, and registered 25 kg° at 10:30 o'clock at hight, and was still falling.

The celd wave predicted several days ago reached naives.

The emigrant ship Northfleet, which sailed from London with 412 passengers on board, exclave of her crew, was run in an anotherit, on January 23, 1873, in the British Channel, and 325 persons were lost. The Spanish vessel which caused the collision of th

GENERAL FOREIGN NEWS.

THE IRISH ASSASSINATION SOCIETY.

THE REVELATIONS OF FARRELL, THE INFORMER, CONTINUED-THE PLOTS AGAINST THE CHIEF SECRETARY AND JUDGE LAWSON-THE ATTACK UPON FIELD.

DUBLIN, Jan. 21,-At the hearing of charges of conspiracy in the Pelice Court, yesterday, Far-

rell, the intormer, proceeded :--He, the witness, used the name of "Salmon" if the business was for the "Centre" meetings, and the name of "Fisher" if for the "Inner Circle." The Assassination Club received a letter from

Mullett instructing them to be near Merrion Square

on the morning of the day the attempt was made to assassinate Judge Lawson. Delaney, who got ten years for that attempt, was a member of the organization. The witness met Delaney that day. The latter stated that there would be scmething new soon and added that he had his work before him soon and added that he had his work before him that evening. Hanlon was with him. On the Friday before the murderous actack was made on Jaror Field, witness was at a secret meeting at winch Joseph Mullett, Director of Dublin, presided. He was asked to meet Mullett and another man in Anguier-st on Saturday. He was late for the appointment and the next day Mullett upbraided him, Brady, Curley and Kelly being present. Mullett told witness to meet him the next day at 4 o'clock in Duke-st. Wi'ness declined. Mullett the witness oid not neet him he would call for him at 4:30. Witness knew what that meant, and said under those conditions he would meet Mullett. He kept the appointment and met Mullett, Dwyer and one Molloy in the public-house. Hanlon also came in and Mullett sent them cut, two at a time. Witness was sent to Westland-low and Hanlon to Westmireland-st. Timothy Kelly met them on the way and asked Hanlon if he (witness) had a revolver. Hanlon said he had not. Curley then gave him a revolver, which the authorities now have. At Westland-row he met Mullett, Hanlon, Fegan, Smith and Moloncy. He told Curley he did not know what he was brought for. Mullett said that after a short time a scuille would take place convenient to the chapel. He told him to stand on the opposite side and if he considered that the policeman was going to arrest any of them, to shoot, and, if not, he was not to loter ere with him. The intended victim was Barrett, foreman of the jury in the Hynes case. Mullett was to give an envelope to Barrett while crossing the street and Molloy was to attanck Barrett.

He twitness stayed there from 5 o'clock and went that evening. Hanlon was with him. On the Fri-

He twittees stayed there from 5 o'clock and went away at twenty minutes past 5. A short time before his arrest he met Hanloa in a public-house and showed him the summons, charging him witness) with being implicated in the murder of Field. He (witness) said the Government could not be in possession of much information. Hanlon told him that "Joe" Brady, Daniel Delaney and "Tim" Keily were in Westmoreland & Joseph Brady went on an outside car to North Frederick-st. Hanlon walked beside Mr. Field and "Tim" Keily in front of him Hanlon put a white handkerchief around his neck in order Ethat he would be known to Brady and Keily. Brady caught hold of Field and Field made a blow at him with an umbrella. Brady knocked Field down and stabeed him soveral times white he was on the ground. There were three young men standing in the road. One of them wanted to interfere but the others would not allow him. After Mr. Field had been stabled, Brady and Kelly jumped on the car. When Kelly got on the car he lost his has. Myles Kavanagh, of Townsendest, drove the car. He (witness) stayed there from 5 o'clock and went

the car.

On being cross-examined by Mr. Killeen, witness said no order for assassination was ever received from the Fenian Society. The orders used to be given from the Assessination Society. Joseph Mullett was the man who was te-ponsible for this conlett was the man who was responsible for this conspiracy. He witness, would never have been here if he was connected only with the Fenian Society. From the Fenian Brotherhood this Assassination Society was established. He mad been daped and coyed into this Assassination Society by Carley, the saw Joseph Brady repeatedly at meetings. He witness) was growing sick of the whole business. He saw it was a sham and a delusion, good only for those who lives by it. He knew only a mite about the society compare, with the knowledge of some of those in the dock. During the seven or eight years he had been in the society, it was not always active. Sometimes they had no places of meeting. It was sometimes they had no places of meeting. It was never dead, however, and for three years he used to

MISCELLANEOUS IRISH NEWS. DUBLIN, Jan. 21 - Earl Spencer, Lord Lieutonant, has replied to memorials in behalf of Poff and Barrett, under sentence of death for the murder of the farmer Thomas Brown, that the law must take its course. They will be hanged on Tuesday.

At a meeting in Mallow to-day Mr. O'Connor, M. P., supported the candidature of Mr. O'Brien ed tor of The United Ireland, for the seat in the Hence of Commons for Mallow. In his speech Mr. O'Comnor said the Irish party had determined to close with the Government in a decisive straigle, the asserted that the Government was the chief cause of the disorders in Ireland.

EXPLOSIONS IN GLASGOW.

GLASGOW, Jan. 21.—The largest gasometer here exploded last night. The damage is estimated at £10,000. Eight persons were injured by the explosion. The greater portion of South Glasgow was darkened in consequence of the destruction of the gasometer, and a panic was nearly caused in the theatres. Subsequently a shed belonging to the Hosbs. Among the representative and friends are respectfully invited to attend. Intermental the convenience of the family, as the year of her ago, of the is of Prior Dewitt, in the 94th year of her ago, of the is of Prior Powint, in the 94th year of her ago, of the is of Prior Powint, in the 94th year of her ago, of the is of Prior Powint, in the 94th year of her ago, of the is of Prior Powint, in the 94th year of her ago, of the is of the castle each enea, near dronvills, on attend the function of the greater portion of South Glasgow was darkened in consequence of the destruction of the gasometer, and a panic was nearly caused in the theatres. Subsequently a shed belonging to the theatres. Subsequently a shed belonging to the Caledonian Knilway Company was blown up. The explosions are supposed to have been the work of Feniaus.

OPENING OF A FINE ARTS EXHIBITION. Rows, Jan 21.-The International Exhibition of Fine Arts was opened to-day by the King and Queen, accompanied by the Prince of Naples, and attended by a splendid Court. The Ministers of the Crown, the Diplomatic Body, deputations from the senate and Chamber of Deputies, and the Mayors of Rome and the principal cities of the kingdom. assisted at the ceremony. The Exhibition having been declared open, the King and Court passed it procession through the building. The adjacent

streets were profusely decorated with flags. Among the works at the Exhibition which are much admired are paintings by the American artists, Albert Bulliu, William Scott, Stanley Haseltime, Judan Store Carson, Augus'us Heaton, Euge-nia Benson and George Butler; also sculpture by

FRANCE AND THE JOINT CONTROL.

CAIRO, Jan. 21 .- The acting French Diplomatic Agent to-day presented to the Egyptian Ministry a protest against the abolition of the joint control. The document is temperately worded. M. Bredif, formerly French Controller, has been recalled, and is expected that he will start for France by the

next mail steamer.

Nubar Pacha has been appointed a member of the Commusion for Native Judicial Reform.

HEAVY WEATHER AT SEA. LONDON, Jan. 22.-The British steamer Creighton Captain York, from Leith December 18 for New-York, which sailed on January 11 from Greenock, where had put in wih cargo shifted, again returned to the Clyde, had her decks swept, steering-gear demolished, and boat ladders smaated. There are five feet of water in her hole. Fifty shetland ponies, forming a part of her cargo, were washed overboard and

MR. FORSTER THREATENED. LONDON, Jan. 22 .- It is stated that the Right Hon. William Forster, recently Chief Secretary for Ireland, has received a letter containing a threat to blow up his residence.

AN INEFFECTUAL ELECTION IN FRANCE. PARIS, Jan. 21 .- At the election to-day for successor to M. Louis Blanc in the Chamber of Deputies, M. Bourneville received 2,300 votes; M. Engelhard, 2,240; M. Farcy, 1,169; M. Allemane, the workingmen's candidate, 847; M. Liautand, Bonapartist, 732, and some were scattering. Only 7,778 out of 11,900 on the register voted. A second ballot will be

VICTORIA BANKERS UNEASY. VICTORIA, B. C., Jan. 21 .- No confidence

is placed in the report from the American side of a con empiated Fenian invasion. If the attempt was made, the invaders would meet with a warm reception from this station, leaves a great amount of imperial stores totally undefended. Bankers feel some uneastness at the report, but no official intelligence has been received on the subject. The mercury, registered 10° below zero last night.

FOREIGN NOTES. Lospos. Monday, Jan. 22, 1883.

Prince Gortschakoff, the late Russian Foreigu Minister, is in Nice. He is very ill. The London Observer reports that Mrs. Litton, the actress, is ill and it is feared that her illness may result fatally.

A dispatch from Glasgow says: "A soldier to-day picked up, on the bank of the Forth and Clyde Camal, a tiu box which exploded on an attempt being made to open it, injuring two persons."

Bermuda, Jan. 9.—It is understood that Inglewood House, Paget, has been nisced at the disposal of the

Princess Louise during her stay in Bermuda, by the Hog

GENERAL DOMINION NEWS. HALIFAX, N. S., Jan. 21 .- The consecration of Archbishop O'Brien took place at 6. Mary's Cathedral to-day, and was witnessed by a large congregation. Bishop Fabre, of Montreal, officiated. Bishop Canaeron, of Arichat, preached the consecration sermon.

Tonosvo, Jan. 21.—The influenza is very prevalent among the horses here. A large number have died.

MIDNIGHT WEATHER REPORT

GOVERNMENT INDICATIONS Synopsis for the past twenty-four hours.

WASHINGTON. Jan. 22-1 a. m .- The barometer is highest in the Gulf States, and lowest in the Maritime Provinces of Canada, General rains have failen in the Atiantic coast States, and occasional snow in the Lake region. The prevailing winds are northwest erly. There has been a great fall of temperature east of the Mississippi River, and a slight rise from Minnesots and Dakota to Texas.

Indications for to-tay.

Indications for to-tay.

For New-England and the Middle Atlantic States, coller fair weather, northwesterly winds, higher pres-

Cautionary Signals. Cautionary off-shore signals are ordered from Cape Henry to Eastport, and cautionary signals are ordered from Cape Hutters to Fort Macon.



TRIBUNE OFFICE, Jan. 22-1 a. m .- The movement in the barometer vesterday was upward. Cloudy weather prevailed, with .14 of an inch of rain and southwesterly tween 22° and 40°, the average (32%) being 130 lower than on the corresponding day last year, and 79° lower than on Saturday. Fair and clear weather, with lower temperatures, may be expected to-day in this city and vicinity.

FASHION NOTES.

Velvet disks embroidered with chemille trim both.

An umbreila, a shopping bag, and a travelling satehel made en suite of terra-cotta, gray, or dark blue kid are used by French women when travelling. Sheli-shaped frills of lace in two narrow straps across the shoulders take the place of sleeves in low cor

Two leather straps of feru color fastened by steel buckles trim large Cavaller hats of brown, green or gray felt. Ball and tassel fringes with diamond-shaped meshes

are made of satin cords for trimming camel's-hair and slik dresses. Square-cornered aprons without wrinkled folds are popular for overskirts. There are flounces laid in plaits up the sides of the skirt and long flowing drapery on the

A princesse back with waist and train in one continuous blace is preferred for velvet dresses. White camel's hair dresses for the house have applique embroidery of garnet velvet around the overskirt. The skirt of carnet velvet is without flounces. A cadet col-

iar and cuffs of velvet, with looped cords arross the breast, are the trimmings of the pointed bodies. Dark red velvet dresses are very fashionable this seasen. Pink satin facings and black lace flounces trim the waist and skirt handsomely. Re : siik mustin in folds and gathered pulls forms the neck and sleeves of some of these dresses, and others have a wired collar of garnet heads.

ROUGH, wintry, changeable weather produces catarris, coughs, lung disorders, &c., which Dr. Jayne's Expectorant as promptly cures when faithfully administered.

MARRIED

LORILLARD-WIGHT-At St. Augustine, Florids, on Saturday, January 20, by the Rev. E. Hoote, rector of Christ Protestant Episcopal Church, George L. Lorillard to Mrs. Edward Wight (ale Mario Louise La Farge.)

All notices of marriages must be indorsed with full same and address.

DIED.

BLAKE—On Saturday, January 20, Adeline N. Blake, widow of the late Eliha Blake, in the 78th year of her age, Funeral services at the residence of her son, william P. Blake, Mill Rock, New-Haven, Conn., on Monday, 22d last, at 2:30 p.m. Relatives and friends are respectfully invited to attend. Interment at the convenience of the family.

HOBBS On Priday January 19, Hannah M. Hobb ter of Mrs Sarah Wilde, in the 45th year of her an

10. 3. 2.0 clock.

HOBSMAN-Suddenly, on Friday, January 19. Helen, eldest dangate of the late adward L. Torsman.

Funeral will take place from the residence of her brother, E. I. Horsman, 271 Sucketist., Brooklyn, on Monday, 22d, at 1 o'clock. HALL-At Upper Montelair, Saturday, January 29, Abby M., daughter of Syncster Goodwin, and wife of Heary H.

M. daughter of Systems of her father, No. 154 Wilson St., Funeral from the residence of her father, No. 154 Wilson St., Broodlyn, E. D., on Wednesday, January 23, at 2 0 cheek, Brooklys, E. D., on Wednessly, January 21, at his late rest, dence, 459 Bedford ave. Brooklyn, William T. Heimmenway, in the 77th year of file age.

Belaityes and friends are invited to attend the fineral at the DeKaib Avenue M. E. hurch, near Prankfile ave., Brooklyn, on Wednessley, January 24, at 29, m. HUIFILE On Starday, January 23, at 29, m. of John B. Huieli, in the 86th year of her age. Fineral services at her late continues. 289 Madison-st., on Stonday, January 23, at 8 o'clock p. m.

MUNSON-On Friday January 19, of pleuro-pneumonia, Royal II. Munson.
Puneral services at his late residence, No. 135 West 43d-st., on wordsy, 22d and, at 11 o'clock.
Relatives and freeds are respectfully invited to attend.
Please count newers. QUINCY-In this city, on Sunday, January 21, at his residence, No 6 West Silest, John W. Quincy, aged 60 years.

Notice of funeral hereafter.

Boston papers piease copy.

BOCK W.Fil.—On Saturday, 20th inst., of paralysis, William B. Bockwell, in the 63d year of his are.

Belatives and friends are respectfully invited to attend his funeral, of his are residence. 25t Elist 50th st., Monday, 22d hist., at 5 o'close.

Friends will please omit flowers.

ST. JOHN-Ou Saturday, January 20, 1883, at Fredericks-burg, Va., Hannau J., beloved wife of William St. John, of Now-aman, com. al will take place at Fredericksburg on Tuesday at 12 JNDERHILL At Red Spring, Glen Cove, L. L. Salurday

UNDERHILL At his 2885, Jane, whow of the late Jonathau Undermil, in the 98d year of her age, Relative and frenth are respectfully invited to attend the finite at the residence of Willet Works, Red Spring, Glen Cove, L. I. on Phenday, January 25, at 1 o'dolog p. m. Train leaves Hunter's Point at 10 o'clock a. m.

Special Notices.

Dr. Hasbronck makes a specialty of the painless extrag The Most Fashionable Perfume Powder for handker-chiefs and letter paper is CASWELL, MASSEY & CO.'S VIOLET ORGIS. 1,121 Broadway and 578 oth-ave. The Auniversary, 30th of Y. M. C. A. of the City of New-year, will be head in Association Hall, MONDAY, January 12, at 8 octook. Addresses are excepted from President NOAH PURTER, of Yale College, and Rev. HENRY M. ANDERS of this city. Post Office Notice.

Foreign mails for the week ending January 27 will close at this office as follows:

Foreign mails for the week ending January 27 will close at follows:

TUESDAY-ALT 0.5, m. for Europe, per Ss. Wisconsin via Queenstown at 7.50 p. m. for Furkino and Rustan, per ss. E. B. Ward, Jr. via New-Precaus.

WEDNESDAY-ALT 3.50 a.m. for Furkino and Rustan, per ss. E. B. Ward, Jr. via New-Precaus.

Via Queenstown dielets for France must be directed "per Fartina", at 3.50 a.m. for France direct, per Ss. Canada, via Havve, at 0.m. for France direct, per Ss. Canada, via Havve, at 0.m. for France direct, per Ss. Anglors, at 1 p. m. for Porto lines and Armall, per Ss. Anglors, at 1 p. m. for Porto lines and Armall, per Ss. Anglors, at 1 p. m. for Porto lines and Armall, per Ss. Anglors, at 1 p. m. for Porto lines and Armallin, per Ss. Regis, via Plymouth, Cherbourg and Hambary (letters for Great Britain and other Europe, Sc., letters for Great Britain and other Europe, per Europe, per Ss. Regubbic, via Queenstown, at 1 p. m. for Nassau and Matanas, Cuba, per Ss. City of sait Antonio, at 1500 p.m. for Bermuda, per Ss. Orinoco; at 150 p.m. for Oba, Porto Rico and Macke, per Ss. City of Alexandria via Havana.

FRIDAY-At 3:30 p. m. for Newfoundland and St. Pierre,

Porte Rico and Mexico, per Sa Chy of Accommina via FRIDAY—At 3:30 p. m. for Newfooddand and St. Pierre, Maqueon, via Halifax.

SATUADAY—At 3:30 a.m. for Europe, per Sa City of Chester, via Queentown (letters for Germany, &c. must be directed "per City of Chester"); at 6:30 a. m. for sectland direct, per "Parnessis"; via Giaspow (lotters must be directed "per Parnessis"); at 6:30 a. m. for Reignan direct, per Sa Denniand, via Giuspow (lotters must be directed "per Panniand, via Giuspow (lotters must be directed "per Panniand, via Autwerp; at 11 a. m. for Europe, per Sa Main, via Southampton and Bramen; at 1:30 g. m. for Unba and Porto Rico, per Sa. Newport, via Havans. UNDAY-At 7:30 p. m. for Mexico, per 8s. Whitney, via

New-Orleans.

New-Orleans and Japan, per Sa Oceanie via Sau Francisco, close January *25, at 7 p. m. Mains for Australia, New-Zealand, Sandwich and Fill Islands, per City of New York, via San Francisco, close February *5. at 7 p. m. HENRY G. PEARSON, Postmarter.
Post Office, New-York, N. Y., Jan. 19, 1883.

*The schedule of closes of trans-Pacido mails is arranged on the basis of an uninterrupted overland transactor Sau Fran-tisco. Mails from the first arriving on time as tens Francisco on the day of smiling of stoamers are dispatoned the same day